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Unfortunately many of the documents in this file are illegible.

[illegible]

[illegible]

[illegible]

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I am also attaching a memorandum of his conversation with me.

Respectfully,

William J. Donovan

Attachments

MJCC

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[redacted]

[redacted]

[redacted]

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I have received yesterday the following radiogram from Mr. George Seydell:

"British Government has [illegible] Liberia asking [illegible] unable to determine [illegible] ving declaration of war and [illegible] acceptance of British [illegible] in session fully [illegible] receive[illegible] as result [illegible] Local [illegible] [illegible] English internment [illegible] Considerable [illegible] even by white staff [illegible] cover when [illegible] fly over [illegible] to three times weekly."

Under [illegible] view of the [illegible] as a base for [illegible] East, and the Far East, [illegible] tance that [illegible] loss of ships lying in [illegible] ports, the loss of [illegible] the completion of [illegible] and in the other the loss of [illegible] Protection also appears necessary for [illegible] itself now under construction.

Fisherman's Lake would provide [illegible] base for navy planes, for coastal patrol and for import

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protection [illegible]

would [illegible]

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[redacted]

[redacted]

4. [redacted]

Question: There can ships discharge cargo along the coast—names of ports, anchorages, or possible landing beaches.

Answer: Three most important ports are Monrovia, Marshall and Cape Palmas. Lesser important ports are Cape Mount, Grand Bassa, River Cess, Sinoe, and Grand Cess. All of these ports are only anchorages requiring lighters or surf boats for unloading steamers.

Q. With respect to these ports or anchorages, can you furnish recent data on the following subjects?

Q. Wharfage—approximate amount in feet; depth of water at wharfside.

A. Monrovia wharfage about 200 yards in the river. Depth alongside wharves 3' low tide, 6' high tide. Port Marshall - no wharf but Firestone Plantations Company warehouse built out into the river can unload two 50' lighters simultaneously at 3½' depth. Cape Palmas - 150 yards of wharfage from 2' to 5' depth. Other ports have little or no wharfage and unload principally on the beach or along the river banks.

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6. Harbors, bolkie, cranes, etc. [illegible] lighters capacity in tons, type (stationary or mobile).

A. Monrovia has one hand crane capacity not over 5 tons. Marshall - chain locks at Firestone river warehouse capacity 2 tons also double drum winch, gasoline driven, which has capacity 2500# single line pull. Firestone Harbel landing, 12 miles up river from Port Marshall, which is accessible to lighters, has the following equipment:

200' dock equipped with two 1 ton electric hoists for discharging cargo under a canopy. Dock has 1 large shifting crane with 40' boom with maximum capacity of 5 tons. Also down the shore from this dock at a location where boats can be pulled alongside from river bank, they have a 25 ton capacity straight leg crane with 75' boom for handling of very heavy cargo.

B. Ship and repair facilities for small and large craft, fuel storage facilities, warehouses and sheds.

A. Except for the repair of surf boats, there are no facilities whatsoever in Liberia except the Firestone Harbel Landing where there is a slipway which can accommodate one shore lighter at a time, such as used by Firestone - length 55' beam 27'.

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Q. Character of beach at anchorages (gradient of steep); maximum draft of surf boats used as lighters; width of beach; surface of beach (sand, gravel, rock); permanent fixtures on beach (paved places, seawalls), loading platforms, roadways or causeways.

A. Character of beach at anchorages is invariably sand with strong undertows and bad surfs. There are no sea walls or loading platforms except inside the rivers, as outlined above.

Q. Number, capacity, and quality of surfboats now available; speed and propulsion power.

A. Estimate total of not over 60 to 75 surf boats on the entire coast of Liberia, of which about 25 are in Monrovia. All are oar propelled. At present, it is doubtful whether more than 50% of all existing surf boats are in good useable condition because of lack of shipping caused by the war.

Q. Tide, surf, and wind peculiarities; cloud conditions.

A. . . . Suggest consult American - West African Steamship Lines, New York City (Mr. E. J. Finch, Vice President).

Q. Sea-bottoms--are any anchorages being silted up? Are any dredging operations under way?

A. All anchorages are from one to two miles f[illegible] and there are no dredging operations a[illegible] Liberian coast.

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Q. What are the major difficulties to be overcome in improving the harbor facilities of Monrovia (or Marshall)?

A. The ports of Monrovia and Marshall, being only anchorages, afford no facilities for improvement except by the construction of a major project in building artificial piers or harbor.

Q. What would it take in the way of docks, breakwaters, etc., to make the port of Monrovia into the equal of say Freetown or Dakar?

A. To improve either Monrovia or Marshall into the equal of Freetown or Dakar would require building a completely artificial harbor by the construction of sea walls jutting from the rocky promontories at these two locations. Freetown is on a deep natural river, accessible to ocean going steamers, whereas Monrovia is not, and Dakar is built around a natural sea basin which permitted improvement in the form of sea walls.

Q. How many ocean-going ships per month number off the coast for some purpose or other?

A. During 1943 an average of about 5 ships per month called into Liberia. These ships called only at the ports of Monrovia, Marshall, and Cape Palmas with one exception, that being a ship calling at Grand Bass.

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Q. Have you noticed any German ships? British ships?

A. Several British ships have called at Monrovia. There were no German ships, except some submarine activity in nearby waters at various times during the year.

Q. [redacted] roads and bridges have you actually traveled over? Could you indicate them on a road map?

A. The map recently completed by the Geographer of the Department of State, Washington, D. C., indicates clearly and accurately roads suitable for motor transport. Our people travel regularly on the road from Harper into Firestone's Cavalla Plantations, and on the road from Monrovia to Bolahun. I understand that one or two of our people have driven on this latter road as far as Zolala.

Q. What information have you regarding the surface of these roads (oiled or fixed with any other binder? rock, gravel, or soft earth? all-weather or difficult in rainy season? How difficult? How heavy a load can various sections support: suitable for one or two ton trucks? four to five ton trucks? or heavier?)

A. 2 ton trucks are maximum on roads are all laterite gravel without any other binder.

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Q. Regarding the width of these roads, are two vehicles able to pass at all points? If not, how frequent are turnouts?

A. 2 cars can pass at most points of the roads indicated.

Q. Can you furnish the following information regarding bridges: Length and height above ground or water; width (wide enough for double traffic); capacity in tons; construction, concrete or wood.

A. Bridges vary in length and height above ground or water. Some are wide enough for double traffic and others will permit single lane traffic only. Some are built of concrete, some of wood, and some of steel truss planked with wood. All handle loaded 2-ton trucks but we do not know that some of them would bear any great additional weight.

Q. Would the grades and curves pose an obstacle to large heavily-loaded trucks?

A. Grades are not serious but curves numerous and would slow down heavily loaded trucks.

Q. Does any road repairing equipment exist? How difficult would it be to make the roads which you have traveled over into roads of strategic importance? Roads you have not traveled over, but which you know about on good authority?

A. There is a fair quantity of road repairing equipment now at the airport construction project at Roberts Field near Monrovia, which might be made available for road repair in a few months to come.

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Q. How do seasonal variations affect general transport difficulties in various sections of the country?

A. The rainy season, June through September, affects transport somewhat but roads are generally kept open. However, if such heavy transport was suddenly placed on these roads, they would not hold up very long in the rainy season.

Q. What flying fields have you seen? Could you give first hand information on the following: (a) Runways--length and breadth, direction, surface (all-weather or dangerous in rainy season), surface off the runways. (b) Hangar and shops, personnel accommodations. (c) Storage facilities for gas and oil (approximate capacity of tanks).

A. In the early the only flying field in Siberia was that located on the Firestone Plantations, latitude 6°30'00" North; longitude 10°07'30" West. The Northwest Southeast runway is 3700' long and 200' wide. The Northeast Southwest runway is 2200' long and 200' wide. The surfaces of these are laterite gravel. There is a hangar for one small plane. There are no storage facilities at the airport for gas and oil. All petroleum products must be handled in drums.

Q. Do flyers consider the fields small, dangerous? What types of planes actually use them?

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A. Pan American Airways is now engaged in the construction of a large airport contiguous to the Southern boundary of Firestone Plantations on the West bank of the Farmington River. Plans for this airport contemplate two asphalt paved runways, each at right angle to the other, and each 7,000' long. At the present time, 5,500' of the first runway is completed, surfaced with laterite gravel and in the pending completion and asphalt surfacing of the second runway. Use of this runway has just commenced and we understand that it can be used by any type of land plane.

Q. What are your observations on ceiling and visibility?

A. The following observations on ceiling and visibility were prepared by Mr. E. J. Quigley, who piloted a plane for Firestone Plantations Company in Liberia in 1936 for the purpose of making an aerial survey of the plantations and other areas of Liberia:

"With reference to flying conditions along the coast, during the dry season cloud formations would form at approximately 10 o'clock at about 1000 feet and build up to more than 20,000 feet. Thunderheads were of the common type. Occasional scaly cumulus light to dense fogs would drift in from the ocean, usually burning out or disappearing about 10 to 11 o'clock.

"Flying conditions would be fairly rough through the middle of the day; however, plenty of visibility and ceiling would be available except in tropical thunder storms. These conditions would prevail throughout

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the dry and late in the season. Rainfall is variable, rainfall are considerable and [illegible] is conducted through it. However, visibility can reduced to less than a mile and ceilings can [illegible] from 300 to 1000 feet. Rough air conditions [illegible] prevail at the lower altitudes both dry and rainy seasons."

Q. What information do you have regarding Inland Lakes, or possible lagoons suitable for seaplane landings?

A. Fisherman's Lake is now being used by Pan American Airways, who have data on the same. The area inside the bar at Marshall at the junction of the Farmington and Junk Rivers might also afford limited landing facilities for sea planes.

Q. What communications are there with existing and possible air bases?

A. Roberts Field, the base being built by Pan American Airways (and for which Firestone Plantations Company is a sub-contractor), connects with the road system of Firestone Plantations and through it with the road into Monrovia. It is also connected with the seaport of Marshall by the Firestone fleet of lighters operating from Harbel and Marshall to Shipside at the Marshall anchorage.

Q. Are any railroads contemplated? Have any routes been surveyed?

A. There are no railroads built or contemplated.

Q. Are there any telephone and telegraph facilities?

A. Radio telegraph facilities are available at Harbel

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and Cestos, Liberia, operated by the Liberia Radio Corporation, and at Monrovia, Grand Bassa and Cape Palmas, Liberia, operated by the Liberian Government. There are no telephone or telegraph facilities except local automatic dial telephone circuits on Firestone Plantations. In peacetime, Monrovia was served by one cable line of the French Cable Company which connected Monrovia with other cities on the West African Coast and with France. We are informed that there is at present a break in this cable and that the French Cable Company has not been permitted to repair it.

6. Political.

Q. Has there been a recent improvement in Liberian government? In Liberian finance?

President Barclay: What kind of man (character, strength and weaknesses); personality; how great would his influence be in case a crisis came in Liberia; is he open to influence from the outside; does he have any qualities of real leadership? Upon what is his authority based? What men or men surround him? Who would succeed him should he die? What sort of (men or) men (is or) are these?

Are there any current (half-forgotten or dormant) factional disputes which might be of strategic

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importance to a foreign government?
Are there any class or sectional antagonisms which might be of strategical importance to a foreign government?
What are the real functions of the Liberian legislature?
Has there been any recent change in the conduct of elections?
What degree of loyalty may the government of the Americo-Liberian elite expect from the aboriginal population?

A. In 1926, Liberia refunded all of its foreign obligations through a loan of approximately $2,500,000 made by Firestone through its subsidiary, Finance Corporation of America. In the depression of the early 1930's, Liberia became in arrears for interest and amortization. In 1935, these arrears were met by the issuance of additional bonds and a revised loan agreement was entered into which materially lessened Liberia's financial obligations. Since that time Liberia has met interest and amortization in full and has operated upon a balanced budget.

With regard to the other questions under this section, of a purely political nature, the best source of information would be the Department of State (Division of Near Eastern Affairs) from material which is furnished them constantly by the American Minister to

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Liberia, Lester A. Walton

D. [redacted]

Q. What foreign (especially Axis) companies now have investments and operating forces in the country? How are these companies regarded by the government?

A. The following foreign companies are operating in Liberia:

A. Woermann - a German trading firm.
Wost and Company - a German trading firm.
Unlop and Jurgensmeyer - a German trading firm.
Overbeck and Company - a German firm.
Compagnie Francaise de L'Afrique Occidentale - a French Company.
Compagnie des Cables Sud-americains, S.A. - a French cable company.
Comayel Brothers - a Syrian firm.
G. H. Hamah - a Syrian merchant.
Kanie Brothers - a Syrian firm.
Cesaad - a Syrian firm.
Cost Afrikaansche Compagnie - a Dutch firm.
Cavalla River Company, Ltd. - a British firm.
Paterson Zochonis Company, Ltd. - a British firm.
Frey and Zwoli - a Swiss firm.

All of the above are commercial traders with the exception of the cable company.

Q. How large is the potential supply of labor for heavy work?

A. Firestone Plantations Company is now employing 10,000 native laborers. What the potential supply might be is unknown. The population of Liberia is estimated at 1,500,000.

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Q. Can natives be readily taught to use machinery, tractors, trucks, tractors, and the like? Do they develop any feeling for machinery?

A. Generally speaking, natives cannot readily be taught the use of heavy machinery with any degree of confidence.

Q. What inducements can be offered natives in order to get them to work? To work steadily?

A. The inducement required by natives in order to get them to work, is a normal African wage with satisfactory food and shelter. In other words, if they have assurances that they will be permanently supplied with ample necessities as they know them, they will work.

Q. What can the country furnish in the way of economic necessities for a settlement of whites? What necessities must be imported?

A. The economic necessities for a settlement of white Americans in Liberia must be imported almost 100%.

H. Armed Forces

Q. About how many men are under arms? What kind of arms?

A. Liberia has a frontier force of around 600, principally natives. A small percentage of these have rifles and there are a few machine guns in the country, nothing else.

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Q. Have any foreign officers been feeding in to train troops?

A. One American negro officer is now in Liberia training the local militia.

Q. Does the government have any territorial ambitions which it might fulfill by armed attack against neighboring territory?

A. No.

Q. Could one of our declared or potential enemies incite the government to take military action against the colonial forces of one of our allies?

A. The Government of Liberia has little or no military forces to take any action against anyone.

F. Climate and Health

Q. Does the climate vary greatly from place to place? Is there any part of the country where one escapes the tropics?

A. The rainfall varies considerably in various parts of the country, being around 150" a year in the Monrovia-Marshall area; 100" in the Cape Palmas area and considerably less along the French interior border. Three-fourths of the heavy rainfall in the Monrovia-Marshall area is confined to the months of June through September. The entire country is tropical. In the far interior there are elevations estimated to reach as high as 4,000 ft.

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Q. Where can the most reliable weather reports be found?

A. Most reliable weather reports are those compiled by Firestone Plantations Company.

Q. With modern housing and refrigeration are these tropical areas habitable by whites? That, for instance, would be the major difficulties (from the point of view of climate) which a group of whites would have to face at sea level?

A. With modern housing and refrigeration, a community of white Americans should, for the most part, thrive very well along the sea coast of Liberia or in the interior. There are no major difficulties that a group of whites would have to face, if they will exercise reasonable precautions in medical, sanitary and housing matters.

Q. What are the qualities of the water supply?

A. Water supply requires special precautions and it is advisable that no water be used for drinking unless it is boiled and filtered, nor for any other domestic purpose unless it is filtered.

Q. What local diseases are most serious and which most likely to afflict whites?

A. Local diseases which might most seriously afflict whites are Malaria, Dysentery, and various diseases of the skin. Yellow Fever must always be recognized

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as a possibility, although there has been one diagnosed during the past 12 years.

Q. Are there any locally-known remedies which might not have been considered in the United States?

A. None.

Q. What are the recent developments in hospital facilities and medical service?

A. Hospital facilities are very meagre in relation to the total population of Liberia. The only hospitals conducted are those of Firestone Plantations Company, several missions, and several by the Government.

Q. How well-developed is the health service in the interior? Any dispensaries, hospitals, etc., there?

A. Practically none.

C. Material

Q. What new published studies on all phases of the countries involved do you know which have yet full enforcement?

A. "The African Republic of Liberia and the Belgian Congo" by Richard P. Strong; "Liberia Rediscovered" by James C. Young; "Native African Medicine" by George W. Hatley.

Q. What private organizations are interested in these countries (for any reasons whatever)--missions?

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societies for the advancement of engrest? shipping companies? exporting and importing businesses? How should these be approached for information (give names of men, if possible)?

A. Phelps-Stokes Fund
102 Park Avenue
New York City
Dr. Thomas Jesse Jones, Educational Director

National Council
Protestant Episcopal Church
Church Missions House
281 Fourth Avenue
New York City
The Rt. Rev. K. St. George Tucker, D.D., Presiding Bishop and President

The Board of Foreign Missions
United Lutheran Church in America
19 East Mt. Vernon Place
Baltimore, Maryland
Mr. Samuel Trexler, D. D., President

American West African Lines
17 Battery Place
New York City
Mr. H. J. Finch, Vice President

Q. What are the most accurate maps? Where can they be found?

A. United States Geodetic Survey
United States Department of State, Geographer

Q. What photographs have you to illustrate yours answers to these questions?

A. "Views in Liberia". (Copies in the Library of Congress and in the Mediterranean Section of C.O.I.).

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February 27, 1942

General H. H. Arnold
Chief of Army Air Force
War Department
Washington, D. C.

Dear General Arnold:

It was good of you to make it possible for me to visit the First Interceptor Command and the First Bombardment Command on Tuesday of this week.

Many thanks for making these arrangements. I found the visit most interesting and enlightening, and at the same time upsetting.

Sincerely,

William J. Donovan

Murphy:Foy

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COORDINATOR OF INFORMATION

INTEROFFICE MEMO

FROM: Colonel George C. McDonald DATE February 25, 1942

TO: Colonel William J. Donovan

SUBJECT:

The following are points you wished to be reminded of following your visit February 24th to the First Bomber Command at 90 Church Street, New York.

(a) A consolidated office of Army Air Force - Navy Anti-submarine Operations, such an office to adapt the desirable features of the British Coastal Command Operations Room to the U.S. First Bomber Command needs.

(b) The urgent need of additional bombardment aircraft, consisting of heavy long range bombers for extended operations at sea for reconnoissance-bombing to intercept enemy surface ships at great distances from our shores, and an additional number of medium bombers for the Army anti-submarine patrol adjacent to our coast line.

George C. McDonald
Colonel, Air Corps

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By authority of the Commanding
Date [illegible]
Initials

February 14, 1943

Subject: Air Defense of the Vital Northeast.

To : Commanding General, Army Air Forces, Eastern Theater of Operations, and First Air Force, Mitchel Field, New York.

1. It is desired to invite attention to the status of air defense and other limited protection being provided the "Vital Northeast" which contains most of the industrial capacity of the United States. The approach of good weather and flying conditions over the Atlantic, increased Axis sea power, the existence of bases of the French Fleet, the known existence of Axis aircraft which constitute a threat of action to operate against the United States from European bases and the lack of any action taken to date may be a forewarning of an attack in force against which the present air defenses could be totally inadequate.

2. a. The combat strength of the First Interceptor Command is now composed of 3 fighter groups, which are authorized 352 pilots, and 348 airplanes, of which 348 airplanes should be capable of operating against the enemy. It actually has, as of this date, 227 pilots, and 99 airplanes of which only 34 airplanes are capable of operating against the enemy. This actual force is only 32% combat and the equipment consists of 11 different types of P-39, P-38, P-40, P-40 airplanes. Disposed for general defense this force provides the following strength for the regions indicated:

	Combat Strength in Airplanes
Boston	5
Buffalo	17 (11 obsolete)
New York	28
Philadelphia	28
Norfolk	14

Note: It is possible that only one-half of the above listed combat strength would be available for combat in view of the necessity for complete [illegible] which would reduce the strength being 3rd on gun, or the other [illegible] upon which depended.

b. The effectiveness of pursuit in making interceptions [illegible] upon the detection and operation of the following organizations:

Operating Companies, Squadron.
Warning Companies, Squadron.
Volunteer Observation and Filtering.
Interceptor Control Squadron.
Communications and Intelligence Officer.

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(2) Reporting Companies, which operate the instrumental landing service, are considered as being 50% effective, that is, they have a probability of one in two of detecting and tracking a hostile target to permit interception. This is due to shortage of officers, inexperienced personnel and the technical limitations of the equipment.

(3) Plotting Companies, which organize and train volunteer operators and plotters are inexperienced and lacking officers personnel which is authorized in Ground Observer Corps. Plotting and Reporting Companies are 80% officers below authorized strength.

(4) The effectiveness of civilian volunteer operators and plotters is dependent upon stability of personnel and supervision by officer personnel of Plotting Companies. It is essential that any legislation militarizing civilian personnel be so drawn up as to make possible the induction of personnel now on duty on a voluntary basis so as not to destroy the organization and training effected over a period of six months.

(4) Intercept Control Squadrons which maintain and operate ground-air communications consist only of cadres of one officer and 49 enlisted men. These squadrons must be provided trained communications personnel. This Command has forwarded applications of civilian radio engineers for commissions in the specialist reserve. It is essential that this personnel be commissioned without delay and assigned to the First Interceptor Command.

(5) Controllers and Intercept Officers direct and navigate pursuit units to interceptions. At present, controllers and intercept officers are in most cases obtained from Group pilot personnel. This Command has forwarded applications of specially qualified civilians for commissions in the specialist reserve, with the view of having them act as intercept officers.

3. The effectiveness of pursuit is dependent upon the development of aircraft armament, training and technique. The only night defense which can be provided by the Interceptor Command consists of single engine aircraft operated by instrument personnel in cooperation with antiaircraft searchlights. The value of this type of pursuit operation would be negligible.

4. In view of the force available and the deficiencies cited in paragraphs 2 and 3 above, it is desired to summarize and emphasize the weaknesses of the air

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defense of the "Vital Northeast."

a. The number and type of aircraft assigned units of the First Interceptor Command are totally inadequate to cope with the capabilities of that enemy.

b. The defended regions are extremely vulnerable to night attack.

c. Many important objectives, such as BUFFALO, ROCHESTER, SCHENECTADY, BATH, PORTLAND and PORTSMOUTH, are totally undefended by pursuit aircraft. (No pursuit is based south of Norfolk).

d. The Instrumental Warning Service is weak along the east coast and nonexistent along the Canadian border.

5. Attention is invited to Memorandum, Headquarters First Air Force, dated August 25, 1941, and reply thereto dated August 27, 1941 copy attached, which recommended that a minimum of seven (7) Pursuit Groups be assigned for the air defense of the vital objectives now located within the Eastern Theater Area of the "Vital Northeast."

6. Recommendations:

a. That units now assigned to the First Interceptor Command be brought to full strength in personnel immediately.

b. That Pursuit Groups be brought to full strength in standardized modern pursuit aircraft immediately.

c. That four additional Pursuit Groups at full strength in personnel and equipment be assigned without delay. Even Groups in training would provide some defense and act as a deterrent to the enemy.

d. That Ground stations along the east coast be doubled and simple installations be established without delay along the Canadian border.

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SECRET

February 10, 1953

[redacted] Group of eight fighters be organized, equipped, trained and assigned to the Alaskan Command with-out delay.

[redacted] That personnel and equipment be withdrawn to accomplish the foregoing recommendations.

JOHN C. McDONNELL,
Brigadier General, U.S.Army,
Commanding.

2 Incls.

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February 10, 1941

Colonel W. Edward Buxton
[redacted] 68th Street
New York, New York

Dear Ned:

Thank you for the report from Finkman. I don't think it is necessary to send it on to the Latin-American group.

Sincerely,

William J. Donovan

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COORDINATOR OF INFORMATION

[redacted]

NEW YORK

21 East 61st Street

[illegible]

Colonel Wm.J.Donovan
Coordinator of Information
25th and "E" Streets
Washington, D.C.

Dear Colonel Donovan:

I enclose a report [illegible]
Mr.Fishman of the New York [illegible]
by Mr.Durnin, the Collector.

The final paragraph of this
letter would appear to [illegible]
Rockefeller's Committee with [illegible]
countries; otherwise, I [illegible]
reference to the Coordinator [illegible]

Sincerely [illegible]

[signature]

OEB PS

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[redacted]
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February 4, 1942

MEMORANDUM FOR THE COLLECTOR:

Yesterday I spoke with an executive of a news agency who was in South America (Brazil) when Japan attacked Pearl Harbor. I asked him about the reaction and he stated that the point in which he was at the time was one which could be reached only by air, that a plane arriving that evening brought the news that Hawaii had been invaded and that New York and San Francisco were being bombed. It was not until about three a.m. that next day that the news came indicating that only Pearl Harbor had been bombed. Curiously it appeared to this individual that the South Americans were more excited about the war than we were. In Brazil, for example, many German Nazi ringleaders were arrested and in one instance when an attack was made on local police by the inhabitants of a German village, it was necessary to call on the Army to make the arrests.

My informant stated that censorship in Latin America was strict and worked very well. Concerning the feeling of South Americans toward the United States, he indicated that the Brazilian people were very friendly as were many of the other countries. However, Argentina, he stated, was not at all for us, principally, apparently, because the several ruling factions (it seems that these first families own practically all of Argentina and hand down important jobs from father to son) object to our democratic form of government (because of the fear of being cast down from power), and naturally lean toward the Axis dictatorship.

The average man in the street, (Argentina and elsewhere) is noncommital and neutral, although he is greatly impressed by exhibitions of armed strength. Germany's troubles in Russia made a distinct impression on these people, as did Japan's attack on Pearl Harbor. The propagandists play up our weaknesses, pointing out that our strength is largely on paper and mostly talk. A propaganda newspaper, "El Pampero", published in Argentina, is particularly active. It seems that several weeks ago one of the contributors to Fortune magazine wrote an article on the Argentine situation in which he held forth on the possibilities of the United States throttling Argentina and warning that country about it. This article was lifted bodily and appeared in "El Pampero" causing much comment.

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Another individual with whom I discussed the question of the development of film, stated that he was greatly impressed by the number of flying fortresses that he saw at all airports in South America. He commented on some of the co-ordinating officers stationed in some of the South American countries, and indicated that in some instances the co-ordinating officers were not in good favor with particular government officials. As an example, he told of an attempt to secure a copy of one official's speech through the office of the co-ordinator, and was advised that this was not possible. He made the attempt himself and was successful.

Irving Fishman.

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COORDINATOR OF INFORMATION
WASHINGTON, D. C.

January 26, 1942

MEMORANDUM:

The flow chart or depiction of national resources is for the purpose of graphically illustrating the vital fundamentals of the country's national economy and the relationship of such to military requirements and civilian economy. It would protray what potentialities this country, together with its allies, would have using their respective:

a) Population and labor
b) Agriculture
c) Materials and supplies
d) Heat, light and power factors
e) Transportation facilities
f) Distribution
g) Construction
h) Manufacturing and processing
i) Government and other services

To satisfy civilian requirements and those of:

1) Army
2) Navy
3) Air Corps
4) Merchant Marine
5) Lend Lease

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There would also be graphic progressive disclosure of the ultimate policies which might be pursued in the handling of the country's productive resources and the effect thereof applied to varied military possibilities. For example, such a disclosure would indicate the diversion of the country's labor supply and the effect thereon of the proposed increased army -- related to production requirements and the necessity for substituting women. It would also portray the demand for specific military equipment related to definite strategic areas and indicate the balance of facilities needed to protect and service other areas. Throughout there would be the possibility of a continuous comparison of the situation facing the enemy and what resources they had to cope with the situation.

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ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D. C.

DEPARTMENT OF STATE
WASHINGTON

In reply refer to
FA 103.91802/362

May 30, 1942

My dear Colonel Donovan:

The receipt is acknowledged of your letter of May 16, 1942, in which you refer to telegram no. 548 of May 13 from the American Embassy, Chungking, "for Coordinator of Information from Fisher". In the first paragraph of this telegram Mr. Fisher asked that he be allowed to spend $500 for gasoline and $150 for repairs for a car for the Foreign Information Service at Chungking for one year and that the salary of the chauffeur for this car at $500 per annum be authorized as of May 10. In the second paragraph Mr. Fisher requested authorization to hire and pay a Chinese secretary and Chinese artists at salaries not to exceed $1,200 per annum each.

In accordance with the statements in your letter under acknowledgment, the Department has informed the Embassy that you have approved the requests of $500 for gasoline and $150 for repairs, per annum, in addition to the Chungking budget of $500 for chauffeur. The expenditures in this connection will be paid by the Embassy for reimbursement by your office in the usual way.

Sincerely yours,

For the Secretary of State:

G. Howland Shaw

G. Howland Shaw
Assistant Secretary

The Honorable

William J. Donovan,

Coordinator of Information,

Washington, D. C.

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May 8th, 1948

The Honorable
The Assistant Chief
Administrative Secretary of State
Department of State
Washington, D. C.

My dear Mr. Chief:

This office is in receipt of cable No. 648, May 1948, from U. S. Flights, Frankfurt Headquarters, Germany, and through the Military Attache, that this Agency's Control Officer may obtain the use of a car.

We have telegraphed in addition to the foregoing before it was too late, and now request your assistance, and that you request your agents in order to obtain the use of the Naval Attache's car which has been available to us free.

We should be grateful if you would authorize the Military Attache to allow Mr. Flight to draw up the Military Attache for this purpose. We will reimburse to obtain currency for this purpose. We will reimburse the State Department in accordance with Section 7(d) of the Foreign Service Regulations for all payments made by the Military Attache on his behalf.

Very truly yours,

William J. Donovan

Enclosure

cc: Mr. Dahl
Mr. C. Barnes
Mr. Smiley
Mr. Early
Liaison
Guinzburg
Mr. Carl Strom - St.Dept.

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January 30, 1942

The Honorable
The Secretary of State
Washington, D. C.

My dear Mr. Secretary:

In accordance with your letter dated December 30, 1941, we wish to confirm the arrangements made to reimburse the Department of State for expenditures for Mr. F. H. Fisher's salary at $5000 per annum and his living quarters' allowance.

Since Mr. Fisher resigned subsequent to the completion of the arrangements, it will not be necessary to set up the credit of $10,000 which was to be placed with the Department of State for Mr. Fisher to draw upon for counter-propaganda activity. We will, however, reimburse your department for any advances made to Mr. Fisher upon receipt of a bill for such advance.

Respectfully,

William J. Donovan

wbstnd

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SECRET

7 June 1945

SUBJECT: Recommendation for the Award of the Bronze Star Medal to Mr. John S. Patsons

TO : The Adjutant General
War Department
Washington, D. C.

1. It is recommended that the Bronze Star Medal be awarded to Mr. John S. Patsons, an American civilian, for meritorious achievement and service in connection with military operations against an enemy of the United States.

2. Although a portion of Mr. Patsons' activity involved participation in aerial flight, which is detailed for the sake of chronological clarity, the basis of this recommendation is the active service of Mr. Patsons while operating on the ground.

3. It is strongly believed that the activity of Mr. Patsons is of such outstanding merit that he should be granted the award requested.

4. This recommendation is based on my personal knowledge, the records of this office and on the attached recommendation and indorsement.

5. The entire service of Mr. Patsons to this Government has been honorable.

WILLIAM J. DONOVAN
Director

Attachment

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7 November 1944

The Honorable Sol Bloom
House of Representatives
Washington 25, D. C.

My dear Congressman Bloom:

I have your letter about Mr. Leandro B. Vallot.

Although his application was kept in an active file so that if a position opened it could be reviewed, he was informed by letter dated 10 August 1944 that there was no position open.

In view of the President's request that personnel of this and other agencies be reduced at this time and further drastically reduced after VE-day, we have issued an order freezing the employment of civilian personnel.

I regret, therefore, that it will not be possible to reopen the matter of Mr. Vallot's application in the near future.

Sincerely,

William J. Donovan
Director

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Folder Donovan, W. J.

Congress of the United States
Committee on Foreign Affairs
House of Representatives
Washington

October 17, 1944.

My dear General Donovan:

I have been requested to write you in behalf of one of my constituents, Mr. Maurice E. Fallet of 136 West 73rd Street, New York City, who recently submitted an application for appointment to the Office of Strategic Services.

I should appreciate being advised at your earliest convenience concerning the present status of Mr. Fallet's application and also regarding his prospects of obtaining such an appointment in the near future.

Sincerely yours,

Sol Bloom

Brigadier General William E. Donovan, Director,
Office of Strategic Services,
25th & E Streets, N. W.,
Washington, D. C.

SB:n

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DD/S Form 1088D

DATE 2-12

TO: Mr. Louis Rosa 936

Please forward to Secretariat for approval and further action.

This designation is in conformance with a cabled request from abroad and is occassioned by the fact that cash payments must be made to local vendors----the Agent-Cashier procedure is the only feasible and legal means of accomplishing the desired objective.

Lt. K.B.Woodring

FROM:

EXT.

(92816)

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RESTRICTED

29 September 1944

[redacted]

[redacted]

Dear Mrs. Allen:

[redacted] Supreme Allied Commander Middle East [redacted] Secret and Operational Air Support Signals [redacted] on behalf of the Supreme Commander Mediterranean Allied Air Forces [redacted] Commander in Chief, Allied Armies in Italy, to make available to Mrs. Roosevelt in London the services of a regular Army-Courier [redacted].

It is requested that there be made available to Mrs. E. R. Roosevelt the use of [redacted] through the facilities of your [redacted] Army courier [redacted]. Such courier is to make [redacted] London [redacted] Mrs. Roosevelt [redacted] Algiers, Italy [redacted] Mrs. Roosevelt [redacted] to be made available to this Army-Courier at [redacted] Mrs. Roosevelt [redacted] to be ready to avoid delay in [redacted] Such courier is to expedite the handling of this [redacted] transmission will be appreciated.

The Army Courier [redacted] will be furnished to your [redacted] and is being issued upon Mrs. Roosevelt [redacted] by the Supreme Allied Commander.

Very truly yours,

[redacted]
Acting Director

RESTRICTED

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16 December 1942

Psychological Drug Co.
604 Investment Building
Washington, D. C.

Attention: Mr. W. A. Parkhurst
Washington Representative

Engineering Development and Experimental Work in Connection with the Laboratory

Gentlemen:

I wish to acknowledge receipt of your letter to the Director of Strategic Services dated 9 December 1942 concerning the above subject and to advise you that an investigation of your claim has been undertaken. We shall communicate with you further in the near future.

Very truly yours,

James R. Donovan
General Counsel

cc: Director's files
Col. Doering - Lt. Bano
JRD:jbt

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